

WASHINGTON, D. C., SUNDAY, SEPTEMBER 19, 1920.

## Historic Gettysburg Battlefield Ideal Automobile Trip With an Autumn Tinge in the Air

### POPULAR ROUTE OVER 88 MILES

Roads in First Class Condition Washington Herald Pathfinders Report.

VERY MUCH TRAVELED

One-Day Tour With Ample Time to Explore Many Sights.

The golden rod is yellow;  
The corn is turning brown;  
The trees in apple orchards  
With fruit are bending down.  
From dewy lanes at morning  
The grape's sweet odors rise,  
At noon roads all aflutter  
With yellow butterflies.

September has spent her 1920 summer allowance. Autumn has arrived, and, as usual, is daily dropping her calling cards in a flurry of leaves. It is at this time when there is a crisp twang in the air, and, as the poet says "the golden rod is yellow, and the corn is turning brown" that the motorist gets the keenest delight from a day with nature in his car.

It is just at this time when the leaves are borrowing the myriad tints of the rainbow that the tour to Gettysburg will prove most delightful and for this reason The Herald's Pathfinding Party presents it as their nineteenth trip in the interest of Washington motorists since spring.

In the first place those who are interested in the Gettysburg trip will be happy to learn that the last ten miles of the eighty-eight mile tour, that is, from Emmitsburg, are being paved.

**One Day Trip.**  
Also that the trip can be made in one day with a quantity of time to explore the battlefield, providing an early start is made, as only six hours will be consumed in the journey there and back.

Next to a visit to Mount Vernon there could be no more inspiring objective than the Gettysburg battlefield, where an awesome peace and quiet now reign over the same hills and valleys where the bloodiest battle of the war between the States was fought in 1863.

What could have been more appropriate than the selection of a Dixie Flyer to convey the party on the Gettysburg run, and the detailing by Max C. J. Wiehle, distributor for "Sturdy Car" in Washington, of David L. Alexander to pilot the Flyer on this tour?

It was a case of the Dixie Flyer invading the North and this durable car came through the grueling road tests to which it was put with flying colors.

**Leave Display Rooms.**  
Leaving the display rooms of the Potomac Sales Company at 1127 Fourteenth street N. W., promptly at 8 o'clock in the morning the party were soon on the outskirts of the city happy at the auspicious start of their journey.

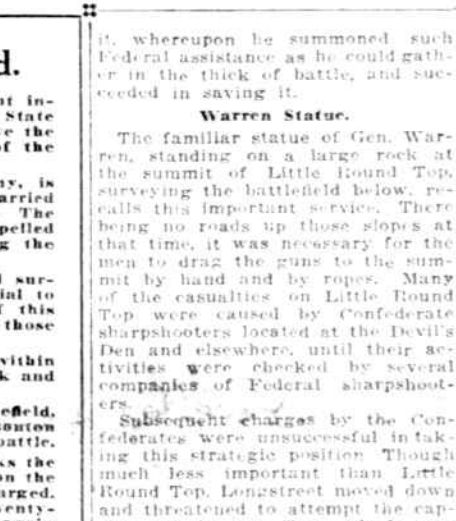
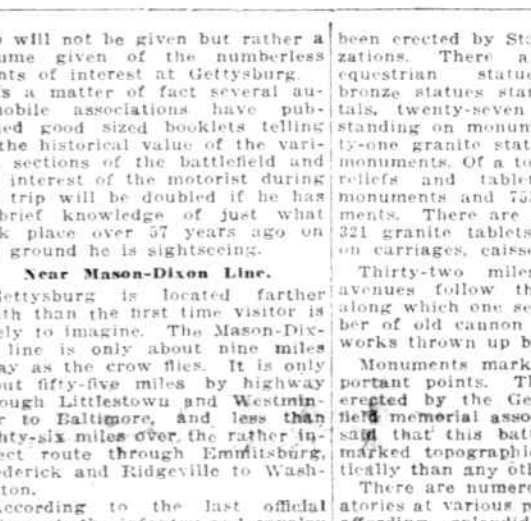
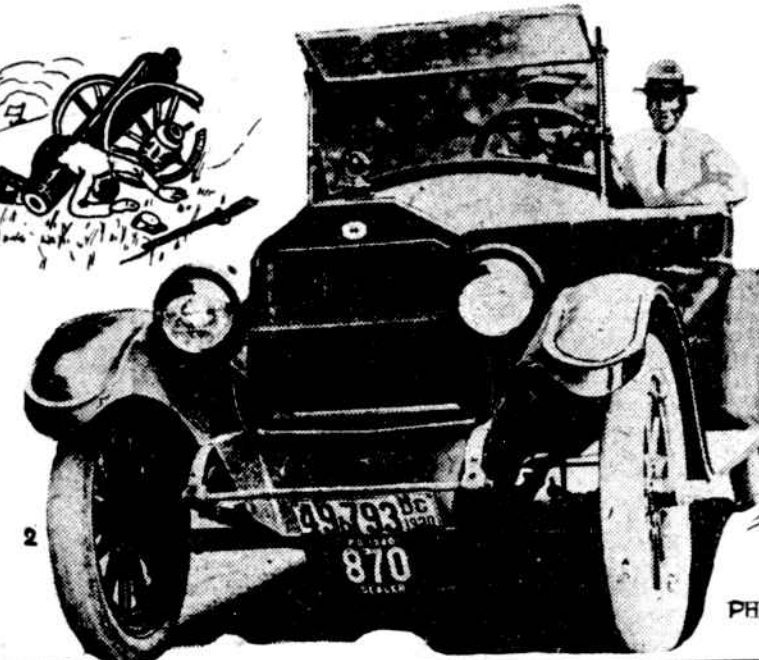
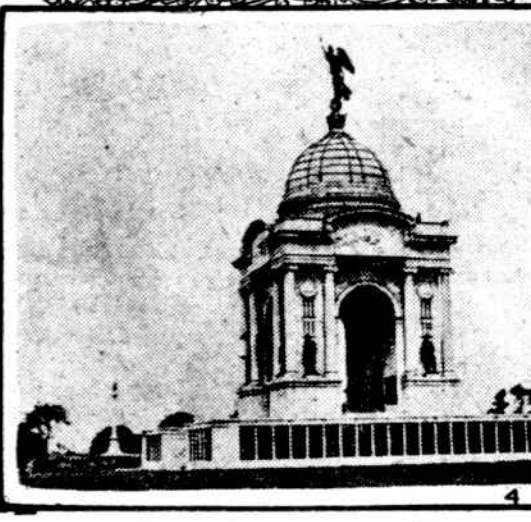
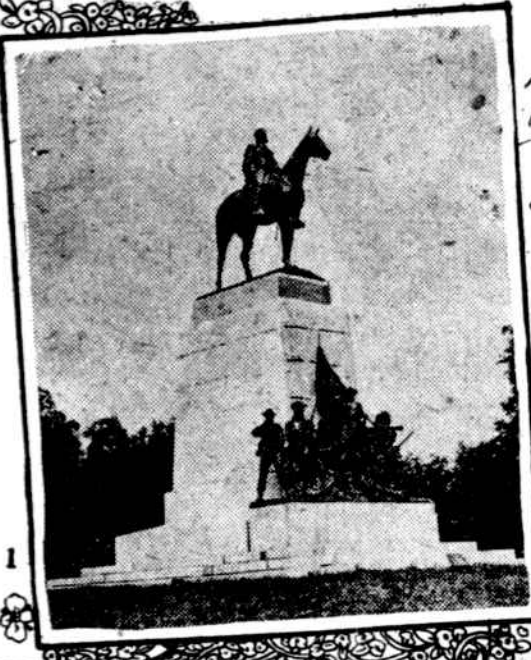
In another column a comprehensive and detailed schedule of road information is given and in view of this a chronological account of the trip will not be given but rather a resume given of the numberless points of interest at Gettysburg.

As a matter of fact several automobile associations have published good sized booklets telling of the historical value of the various sections of the battlefield and the interest of the motorist during the trip will be doubled if he has a brief knowledge of just what took place over 57 years ago on the ground he is sightseeing.

**Near Mason-Dixon Line.**  
Gettysburg is located farther South than the first time visitor is likely to imagine. The Mason-Dixon line is only about nine miles away as the crow flies. It is only about fifty-five miles by highway through Littlestown and Westminster to Baltimore, and less than eighty-six miles over the rather indirect route through Emmitsburg, Frederick and Ridgeville to Washington.

According to the last official statement, the infantry and cavalry battlefields owned by the government and private parties aggregate 2,400 acres, of which the government of the United States now owns 428.95 acres, and forty-five acres have been ceded by the State of Pennsylvania for paved roads. The avenues and paved roads within the National Military Park total 34.25 miles and the earth roads twenty-five miles, making a total of 58.25 miles. On these roads are twenty-five bridges of steel, concrete or granite, single or double arch, and ten concrete culverts.

A total of 837 monuments have



### Shots Made by Camera in Battlefield.

1. "To Her Sons at Gettysburg." This is the prominent inscription on the monument erected in the battlefield by the State of Virginia. The equestrian statue of Gen. Lee is shown above the figures of seven men who represent the various branches of the army represented during the engagement.
2. David L. Alexander, of the Potomac Sales Company, is shown at the wheel of the trust-worthy Dixie Flyer which carried The Herald's Pathfinding Party on their tour to Gettysburg. The distinctive lines of the Flyer, which is rightly named, compelled the party to make numerous delays to satisfy parties along the roadside.
3. A most marvelous view of the entire battlefield and surrounding valley can be obtained from the handsome memorial to the Forty-fourth New York Infantry. In the hallways of this memorial hang a number of tablets bearing the names of those who fought in the Forty-fourth.
4. The Pennsylvania State Memorial, Gettysburg battlefield, located on Hancock avenue in the large angle formed by Pleasanton and Humphreys avenues, along the line of the third day's battle.
5. This open book proclaims the fact that this spot marks the "high water mark" on the Gettysburg battlefield. The trees on the right are the identical ones toward which Pickett's men charged. These are pin oaks of very slow growth; in 1863 they were twenty-eight feet high, and only thirty feet high when measured again in 1885.
6. "Rah, rah, rah. Who are we? Buena Vista Camp girls. One, two, three." This is the cry of the two score girls who enjoyed their summer up in the beautiful mountainland near Gettysburg. Jeanne Fleisher, a Washington girl, is seen in the front row.

days' battle was filled with interesting personal incidents. On the second day's fight Longstreet was driving Sickles back to about where Meade expected he would be at the beginning of the battle when the historic struggle for possession of Cemetery Hill. Gen. Warren saw a Little Round Top began. Though

whereupon he summoned such Federal assistance as he could gather in the thick of battle, and succeeded in saving it.

### Warren Statue.

The familiar statue of Gen. Warren, standing on a large rock at the summit of Little Round Top, surveying the battlefield below, recalls this important service. There being no roads up those slopes at that time, it was necessary for the men to drag the guns to the summit by hand and by ropes. Many of the casualties on Little Round Top were caused by Confederate sharpshooters located at the Devil's Den and elsewhere, until their activities were checked by several companies of Federal sharpshooters.

Subsequent charges by the Confederates were unsuccessful in taking this strategic position. Though much less important than Little Round Top, Longstreet moved down and threatened to attempt the capture of Round Top, which was checked by an extension of the Union forces that much farther South. The combats in and about the peach orchard and the wheat field were important parts of this day's fight along or nearby the Emmitsburg road. Longstreet says that Lee counted them as Confederate victories.

Later in the afternoon Sickles was dangerously wounded, resulting in the loss of a leg—the second casualty to one of Meade's corps commanders. Darkness put an end to the general operations there, though during the night the Feder-

al line of battle was re-formed south of Cemetery Hill to the Round Tops. But no more fighting was designed to take place around them.

### Popular Touring Point.

It is conservatively estimated that more tourists now stop each year at Gettysburg than there were men on both sides in the three-day's battle. Large numbers of these visitors come over the highways, as nearly all of the soldiers were obliged to do in 1863. Among them, occasionally, is a veteran of the blue or gray, whose previous memory of the field was probably that of a scene of carnage uneffaced after more than fifty years. After one has passed out of the immediate battlefield area, he is still in the zone of military movements leading up to the first day's fighting at Gettysburg. Looking ahead the westbound tourist may see in the distance the eastern entrance to the pass of South Mountain, occupied by the village of Cashburn, where Lee would have preferred to have fought, rather than at Gettysburg, since if victorious he could have easily extended his campaign's westward while if defeated he might have held the pass here with a few men, and moved his main army back into the Cumberland Valley, and thence south-

### "DIXIE FLYER" INVADES NORTH

837 Monuments Rise on Horizon as Traveler Nears Destination.

MANY SPLENDID VIEWS

Thirty-two Miles of Picturesque Avenues Follow Battle Lines.

ward across the Potomac river into Virginia. But fate decreed otherwise.

### Return Home.

On the road leading to Gettysburg from Frederick the motorist will note with regret the large number of shriveled chestnut trees. Natives advise that practically all of the chestnut trees and those throughout the country are suffering from a blight which is puzzling the Department of Agriculture.

It was on the return trip that Alexander displayed his Tommy Milton proclivities by winning the Herald party back to Washington at a fifty-mile clip, to arrive home north west and more rejuvenated than when they left in the morning.

### Points in Tour To Gettysburg Given Autoist

Historic Battlefield Holds Many Interests for Trip.

Following are a few of the points of particular interest which the motorist should note and which are drives through the Gettysburg battlefield:

- McPherson's Woods, where Gen. Reynolds was killed.
- The Pennsylvania Cemetery.
- Oak and Seminary Ridge.
- Barlow's Knob.
- Whetfield.
- Peach orchard.
- The Round Tops.
- Devil's Den.
- High Water Mark.
- The Angle.
- East Cemetery Hill.
- Culp's Hill.
- Spangler's Spring.
- The National Cemetery, where are buried more than 30,000 men.
- The National Soldiers' Home.
- where Lee-in-stroke was killed, that never-to-be-forgotten scene at the dedication of the National Cemetery.

### Forty-five Miles on Gallon of Gas Record Claimed for "Cotay" Car; Air Cooled Motor Invented by Fliers

New York, Sept. 18.—Forty-five miles on a gallon of gasoline!

That is the claim made by its inventors for the "Cotay" automobile—the latest product soon to be placed on the market.

What will accomplish this record of high mileage, say its sponsors, is its four-cylinder air-cooled motor, combined with a light construction throughout the car.

The Cotay is the result of the combined effort of three men who sought to counteract the rising cost of gasoline and the threatened decline in its production with a machine that would go farther on the same amount of fuel. Two of the men got their knowledge of engines from airplanes. Capt. Frank T. Coffyn was one of the first fliers in the country. He is one of the three surviving members of the old "Wright team."

James B. Taylor, Jr., served for two years as a test pilot for naval planes. Everett S. Cameron has had twenty years' experience in building air-cooled motors.

**Will Cost \$1,200.**  
"It is the air-cooled motor and the consequent cheapness of our car that will enable it to make the enormous mileage we claim for it," Capt. Coffyn said today.

"So great has been the response in automobile circles to our announcement that we already have orders on hand for 250,000 cars, or as many as we can make in the next five years. The car will have a four-cylinder motor and will be made both in two and four-passenger models. Both are listed at \$1,200.

"Of course, other cars have air-cooled motors and these cars have shown greater fuel economy than those with heavy, cumbersome water-cooled systems. But we claim that at last we have a perfect air-cooled motor, one that will function 100 per cent under all conditions and that by its lightness and strength will make possible enormous savings in gasoline.

**Weight 900 Pounds.**  
Besides emphasizing the car's cheapness, Coffyn points out that it will weigh only 900 pounds. Part of this lightness is due to the body which will be of laminated wood, or wood in thin sheets, such as are used in airplanes. And, also due to

this lightness, the tires will last 15,000 miles!

"The car has a tread of only 48 inches," Coffyn explained. "This is eight inches narrower than the standard width. The machine will be built low and will be well fitted to work its way in and out of traffic."

"It is a daring car. It has challenged tradition. It has dared established custom in ignoring formal relation between horsepower and weight."

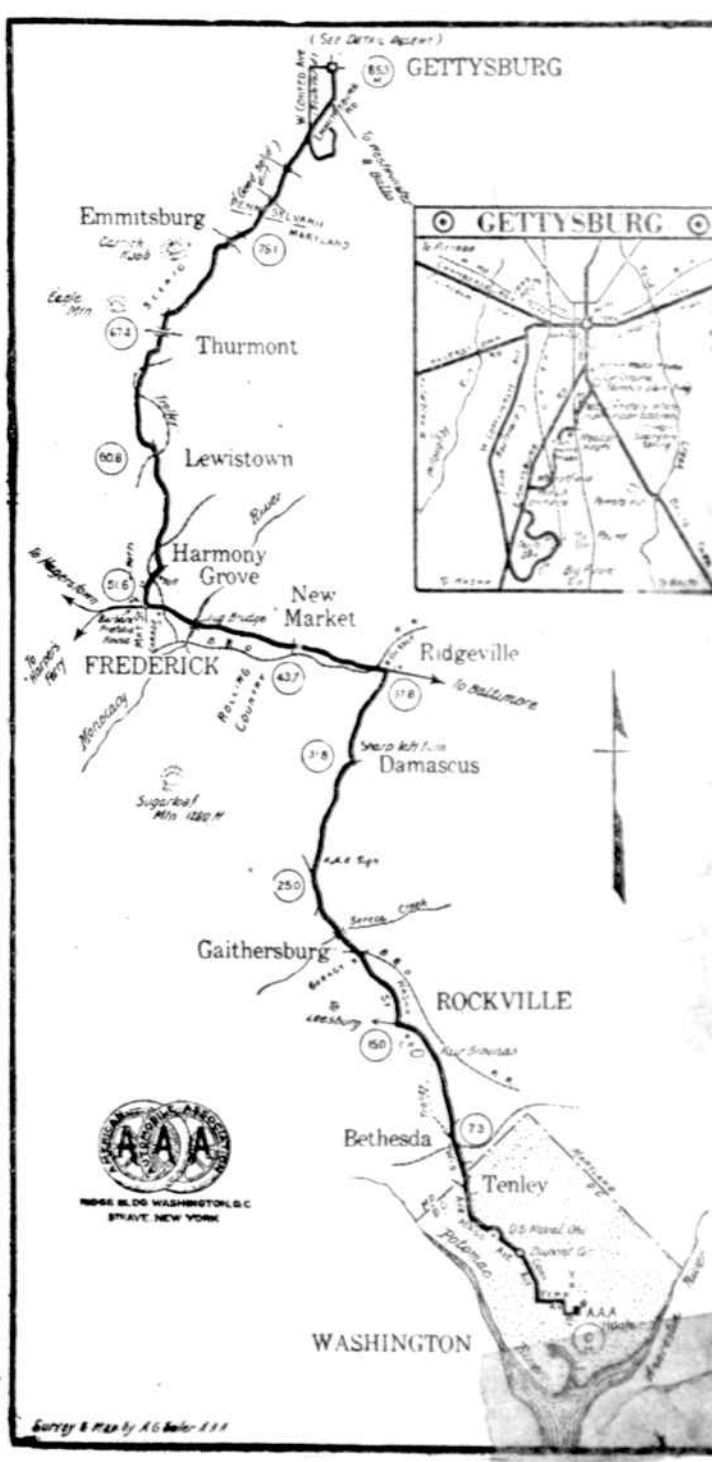
"I believe that in our machine we have made the first definite step forward that automobile construction has known in some years. It is the answer to the ever-mounting price of gasoline."

### Detailed Road Instructions for Motorists Planning Historic Tour to Gettysburg, Pa.

Motorists who anticipate the trip to Gettysburg will appreciate the following road instructions which make up the preferred route via Frederick:

- 0.0 Washington, Lafayette Square, at Executive Mansion. Go north on Connecticut avenue.
- 0.1 Four corners, Farragut Square; turn left along same.
- 0.2 Connecticut avenue; meeting trolley, turn right, continuing along same.
- 0.3 Dupont Circle; curve half way around same, continuing ahead with trolley on Connecticut avenue.
- 1.3 Fork, McClellan Monument in center; bear left away from trolley, still on Connecticut avenue.
- 5.1 Chevy Chase Circle; curve half way around same. Cross District line, continuing ahead with trolley on Connecticut avenue.
- 5.9 Bradley Lane; turn left away from trolley along Chevy Chase golf links.
- 6.6 Irregular four corners; meeting trolley, turn right.
- 7.1 Bethesda, Md., fork; Bear right away from trolley.
- 14.8 Rockville, bank and courthouse on left. Keep ahead with trolley.
- 14.9 Four corners; store on left; turn right away from trolley.
- 14.9 Gaithersburg, just beyond railroad (center of town to right). Straight through on Frederick avenue.
- 24.7 Fork, signs in center; bear right.
- 27.4 Cedar Grove, store on left. Straight through.
- 31.5 Damascus, left-hand road, store on left. Turn sharp left.
- 37.4 Ridgeville, irregular four corners. Turn left. Cross railroad 2.5-3.8-1.
- 43.3 New Market, store on right. Straight through. Same thoroughfare becomes Patrick Avenue. Cross railroad 50.3.
- 51.2 Frederick Market. Meeting trolley, turn right (north) on to Market street. Through irregular four corners 0.7, coming on to Hagerstown pike. Pass Rose Hill Manor to left 1.5. Cross railroad at toll gate 1.7.
- 53.5 Left-hand road, sign on far left. Turn left. Cross railroad at Harmony Grove 3.0. Avoid right-hand diagonal road 6.2. Cross railroad 2.1.
- 60.4 Lewistown, store on right. Keep ahead.
- 60.8 Four corners; turn left. Through Catocin.
- 62.9 Thurmont, end of road. Bear left.
- 67.6 Right-hand road; turn right. Avoid left-hand road. Through St. Mary's City.
- 73.8 Irregular four corners; turn left.
- 73.9 Emmitsburg, Md., at fountain. Straight through.
- 82.1 Diagonal four corners; bear left on to Confederate avenue.
- 82.9 Four corners, look-out river right; turn right.
- 83.2 Emmitsburg road at peach orchard; turn left. Through diagonal four corners 53.1. Bear left on to Baltimore street 57.8.
- 88.2 Gettysburg, Pa., at fountain, bank on left.

It is not so far to Gettysburg as the average motorist would believe. Gettysburg is only 37 miles from Frederick, the latter of which every autoist considers a two-hour ride and the trip can easily be made in one day, permitting a fair amount of time for a visit through the battlefield. The total mileage is 88.2 miles.



## When the Tread's Worn Thin That's Where GATES Comes in

And Saves You Half the Price Of a New Tire by Offering You

### GATES HALF-SOLE TIRES

Guaranteed Puncture-Proof—Cost 1/2 as Much

Gates Half-Sole Tires have the appearance of absolutely new tires. In fact they look better than the original tires because they are 20% oversize. Then, too, they are GUARANTEED puncture-proof. In addition they give greater mileage than the original tire did when new. Add to all these great advantages the still more attractive feature—OF HALF THE PRICE OF A NEW TIRE and you have the reason why Gates Half-Sole Tires are so popular.

When the treads on your present tires are getting thin, but the fabric is still good, when you've about made up your mind you'll have to buy a new set—COME IN AND WE'LL SHOW YOU HOW TO SAVE HALF THE PRICE OF A NEW SET OF TIRES.

Even If You Don't Need New Tires Now Drop in and Let Us Tell You About Them

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